

## Cleared of Breach of Contract

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# Powers Tells His Story

Central Intelligence Agency Director John A. McCone today said he hoped the testimony of Francis Gary Powers "will clear up any cloud" over the U-2 pilot.

As to the future, Mr. McCone said Mr. Powers will work for CIA for "an indeterminable period."

The CIA director gave congressional committees a report yesterday stating that Mr. Powers carried out the terms of his contract, his CIA instructions and his "obligations as an American" during and after his ill-fated flight on May 1, 1960.

Mr. Powers told his own story to the Senate Armed Services Committee, and, while some lawmakers remained less than enthusiastic, it appeared certain that the U2 pilot has been cleared of any breach of faith or contract.

### 'SATISFIED'

After Mr. Powers' testimony, Chairman John C. Stennis (D. Miss.) of the preparedness sub-committee said he was satisfied with the testimony of Messrs. Powers and McCone. He said he was particularly impressed by the finding of the CIA report that Mr. Powers' testimony on technical aspects of his flight and the downing of his plane agreed with the views of technical experts in the CIA interrogation.

### THE STORY

The story of Mr. Powers' flight, based on his testimony yesterday and other information previously disclosed, is as follows:

Early one spring morning, he was shaken out of a sound sleep at the U. S. airbase in

He saw an airfield there that was not on his map. Then he started recording, as he had been instructed, things like engine instrument readings, exhaust gas temperature and the altitude.

"I was doing this at the time that I heard and felt his explosion."

"I can remember feeling, hearing and just sensing an explosion," Mr. Powers said. "I was just a

slight acceleration of the aircraft," but the plane made no other immediate response.

"I looked up from the instruments and everywhere I looked it was orange. I don't know whether the whole sky was orange, or just the reflection of an orange light in the canopy, but I had never seen anything like this before."

"I feel that the explosion was external to the aircraft and behind me, but I really don't know."

For a while, Mr. Powers thought everything was all right. Then the right wing started to drop. When he corrected it, the nose began falling.

### COMING APART

"I immediately assumed at the time that the tail section of the aircraft had come off, because it—a very violent maneuver happened in here . . . and I feel sure that both wings came off."

The plane went into a wild spin. The G force—the pressure of gravity—was so strong that he had to use both hands to pull his feet into the stirrups of the ejection seat.

Mr. Powers started to throw the switches that would, in 70 seconds, blast the U2 to pieces. "But I thought I had better see if I can get out of here before using this."

His mind fixed on ejection, Mr. Powers struggled in the hurtling, screaming aircraft to try to get into position for it.

The altimeter showed 34,000 feet and falling "very fast." He reached up and opened the canopy.

He pulled out his emergen-

"I thought of the coin with the pin in it . . . it was my option whether to take it" on the flight. He had been given the needle to use only if he wished, in order to avoid torture. He opened the coin, got the pin out and dropped it in his pocket, hoping it would go unnoticed.

He looked down and saw an auto and "the closer I got the closer it got to me. He said it was just a tractor.



—UPI Photo

Mr. Powers holds a model of the U-2 plane as he appeared before the committee.

The men from the auto helped him to his feet, took off his parachute, his helmet, his pistol and his knife.

One of them seemed to be asking if "there were two of us," and Mr. Powers told him no with sign language. Then the man pointed in the air and Powers saw "What I think was a parachute, but I knew that I had no other parachute on board the aircraft."

Mr. Powers never learned what this other parachute meant. The men drove him to a village, where a policeman searched him, but did not find the needle. There was still no one who could speak English.

Finally Mr. Powers was taken into Sverdlovsk for another search, which turned up the needle. He tried to invent a story about being off course, but his captors produced packages they had found with "maps of the Soviet Union, Russian rubles and several other items that

indicated the nature of the mission.

"It was then that I decided to follow the instructions that I had received earlier and tell them that I was a member of the CIA and the nature of the mission . . . it was quite obvious that they knew it anyway."

They drove to an airfield, where a jet passenger plane was waiting, apparently a regular passenger flight to Moscow.

He was taken to the building where he stayed until Sept. 9, after his conviction for espionage.

At his trial, Mr. Powers said, he was properly quoted in saying that he had made a terrible mistake in flying over Russia and was sorry. But he told the Senators that "what I meant by saying that and what I wanted them to think I meant was quite different. My main sorrow was that the mission failed, and I was sorry I was there . . ."